

3/3/2000

1 of 1

Supersedes Suppl. Spec. dated 9/16/98 & 1/13/99

S U P P L E M E N T A L S P E C I F I C A T I O N
A M E N D M E N T T O S E C T I O N 5 6 3 -- B R I D G E R A I L

Amend the section title to read "Bridge Rail".

Amend 2.7 to read as follows:

2.7 Preformed bearing pads shall be a single sheet approximately 3 mm (1/8") thick, in the required dimensions shown on the plans, and meeting the requirements of either one of the following:

(a) M 251 pads - Plain or fabric-reinforced elastomeric pads conforming to AASHTO M 251 meeting the elastomer properties of 50 Shore A-durometer (minimum) material, adequate for 6.9 MPa (1,000 psi) design compression stress, and meeting Level I test requirements with no cracks after the compressive load test, or

(b) Random-oriented fiber pads consisting of a fabric and rubber body made with new unvulcanized rubber and unused fabric or synthetic fibers and vulcanized with a proportion of fiber content sufficient to maintain strength and stability. Rubber shall be polyisoprene (natural rubber) or polychloroprene (neoprene). The surface hardness shall be minimum 80 ± 5 Shore A-durometer. The ultimate breakdown limit of the pad under compressive loading shall be no less than 48 MPa (7,000 psi) without splits and without deformations exceeding 10 percent of thickness after removing the load.

Amend 3.2.1 to read:

3.2.1 Shop fabrication drawings shall be submitted for approval in accordance with 105.02.

Amend 3.2.1.1 to read:

3.2.1.1 The shop fabrication drawings shall show the lengths of all individual rail sections and locations of all field splices. Rail sections shall be supplied in continuous lengths as shown or specified on the plans. Butt welding of short pieces of rail to form the specified continuous length of rail section will not be permitted. If approved, shop splices shall be made by complete penetration groove welds subject to ultrasonic testing.

Amend 4.1 to read:

4.1 Bridge rail, of the type specified, will not be measured, but shall be the linear meter (linear foot) final pay quantities in accordance with 109.11 for bridge rail required as shown on the plans.

Amend 5.1 to read:

5.1 Bridge rail, of the type specified, is a final pay quantity item and will be paid for at the contract unit price per linear meter (linear foot) complete in place in accordance with 109.11.

Amend Pay items and units to read:

563.12	Bridge Rail ST (F)	Linear Meter (Linear Foot)
563.22	Bridge Rail T2 (F)	Linear Meter (Linear Foot)
563.24	Bridge Rail T4 (F)	Linear Meter (Linear Foot)
563.3	Bridge Rail T101 (F)	Linear Meter (Linear Foot)
563.72	Bridge Rail F (2-bar) (F)	Linear Meter (Linear Foot)
563.73	Bridge Rail F (3-bar) (F)	Linear Meter (Linear Foot)
563.8	Resetting Bridge Rail (F)	Linear Meter (Linear Foot)
563.81	Rehabilitation of Bridge Rail (F)	Linear Meter (Linear Foot)
563.84	Temporary Bridge Rail (F)	Linear Meter (Linear Foot)
563.94	Protective Screening for Overpass Structures (F)	Linear Meter (Linear Foot)

Add to pay items and units:

563.221	Bridge Rail T2 with Protective Screening (F)	Linear Meter (Linear Foot)
563.223	Bridge Rail T2 with Snow Screening (F)	Linear Meter (Linear Foot)
563.241	Bridge Rail T4 with Protective Screening (F)	Linear Meter (Linear Foot)
563.243	Bridge Rail T4 with Snow Screening (F)	Linear Meter (Linear Foot)
563.721	Bridge Rail F (2-Bar) with Protective Screening (F)	Linear Meter (Linear Foot)
563.723	Bridge Rail F (2-Bar) with Snow Screening (F)	Linear Meter (Linear Foot)
563.731	Bridge Rail F (3-Bar) with Protective Screening (F)	Linear Meter (Linear Foot)
563.733	Bridge Rail F (3-Bar) with Snow Screening (F)	Linear Meter (Linear Foot)